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U. S. NAVAL WAR COLLEGE

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Year 1907

No. 78

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War Plan

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## ARCHIVES OF NAVAL WAR COLLEGE

U. S. NAVAL STATION, NEWPORT, R. I.

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Wash

IN CASE OF  
STRAINED RELATIONS WITH  
JAPAN.

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GENERAL BOARD,  
Navy Department, Washington, D.C.,  
September, 1906.



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PROBABLE MOVEMENTS DURING WAR WITH JAPAN.

The Japanese will probably proceed immediately against the Philippines, using the Pescadores as a base. Manila will in all probability be attacked, and Olongapo blockaded. When Manila falls as it is apt to do sooner or later and before our fleet can reach there, it will be used as a base, and the attack by land and sea on Olongapo will commence. Olongapo must hold out until the last.

The first object of our fleet, on arriving in the vicinity of the Philippines, would be to obtain a base, in as short a time and against as little resistance as possible. If Olongapo has been captured by the Japanese, it would be well to take some base in the Southern Philippines. Opposition from the Japanese may be expected. This base is to be fortified with the advance base material accompanying the fleet. Another base farther to the northward may be secured later. It is not thought that Nimrod Sound should be seized as a base, owing to possible objections or difficulties which might be raised by the British or Chinese Governments. Under some circumstances, such as Japan using the Pescadores as a base and our being able to retain and use Olongapo, another base may be seized nearer the Pescadores in the Liu Chiu Islands or such other place as is practicable. *where?*

On the approach of our Combined Battle Fleet from the Atlantic, it may be met by the Japanese Fleet at sea and an action result. At all events its progress will be carefully observed by Japanese scouts and, in the vicinity of land, night attacks by torpedo boats may be expected.

Should the Japanese persist in holding Manila or Olongapo with their main fleet, everything should be undertaken with a view to bringing their main fleet to battle, or to forcing them to withdraw to the northward - to the base in the Pescadores. Should only a sufficient Japanese naval

force be left to assist the Japanese land forces in holding Manila and Olongapo, or both, and the main fleet be withdrawn, or should the Japanese withdraw entirely from the Philippines, our movements would be as follows:

Having seized a base <sup>where</sup> and supposing that the main Japanese Fleet have withdrawn to the Pescadores, our efforts should be centered in the destruction of Japan's commerce the blockade and isolation of the Pescadores and Formosa, and later of the Japanese Archipelago, cutting all communications preventing the importation of supplies from Manchuria, Corea, Formosa, and China. Also from Australia and other countries at greater distances. This destruction of Japanese commerce should be undertaken by our fast cruisers, using Olongapo or other base.

(See notes on Japanese imports & map of Trade Routes appended)

Our battle fleet, should be kept intact and every effort made to bring the Japanese fleet to battle.

If the Japanese fleet is met and defeated, and the control of the sea is obtained by the United States, the efforts to isolate Japan commercially should be increased.

The control of the sea would then permit of the sending of reinforcements both military and naval to the Far East.

The Japanese should then be driven from any foothold they have in the Philippines.

The blockade of the strongly fortified Japanese naval port in the Pescadores should then be undertaken with a view to capturing that place.

Should the Japanese hold Guam, that place should be retaken and the cable communications restored.

In short the naval policy during the war with Japan would be

1st. To fortify and hold Olongapo to the last.

2nd. The withdrawal of our fleet from the Philippines, except those vessels needed for the defense of Olongapo.



3rd. The sending to the Philippines at as early a date as possible of a battle fleet capable of meeting and defeating the Japanese battle fleet at sea.

After the arrival of our battle fleet in the Far East

1st. The seizure of a base. *where*

2nd. The defeat of the Japanese battle fleet at sea.

3rd. The blockade and commercial isolation of Japan and destruction of her commerce.

4th. The recapture of such of our colonial possessions as have fallen into the hands of the Japanese.

5th. The capture of the Japanese naval port in the Pescadores.

6th. The final and complete commercial isolation of Japan.

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JAPANESE IMPORTATIONS.

Japan's importation of rice in 1905 for the half year was 24 million yen, a drop of 6 millions from the preceding year. Sugar imported 1905, 7 millions as against 11-1/2 for the previous year. The importation of flour and wheat remained about steady at 5 millions. The importation of rice is drawn largely from India.

In 1904 imports of food and clothing were as follows:

Rice	60 million yen
Sugar and molasses	23 " "
Flour	10 " "
Beans and peas	9 " "
Wheat	1 " "
Wool and woolen goods	19 " "

The food-stuffs produced in Japan 1904 were

Rice	257 million bushels
Barley	45 " "
Rye	34 " "
Wheat	19 " "

*What proportion of total*

Population 44 million=5.8 bu.rice per person per annum.

In 1899 Japan's imports were classified as follows:-

	From China	
Peas and beans		6-1/2 million yen
Eggs		1 " "
Sugar		3 " "
	From Hong Kong.	
Sugar		7 Million yen
	From Germany	
Sugar		2 million yen
Wool and woolen cloth		2 " "
	From France	
Wool thread		3 million yen
	From Korea	
Rice		2 million yen
Peas and beans		2 " "
	From French India	
Rice		3 million yen
	From Australasia	
Wool		1 million yen.

In 1902 Japan's imports in order of magnitude were as follows:

Cotton	79 million
Rice	18 "
Kerosene	15 "
Clothing and material for same	15 "
Sugar	14 "
Fertilizers	10 "
Beans and peas	6 "

In 1901 the Japanese imports were distributed as follows in Japanese and foreign bottoms:-

	Japanese vessels	
Steam		86 million
Sail		3 "
	United States	
Steam		4 million
Sail		1 "
	British	
Steam		101 million
Sail		5 "
	French	
Steam		5 million
Sail		Small
	Germany	
Steam		32 million
Sail		2 "
	Norwegian	
Steam		1 million
	All others	
Steam		10 million
Sail		none

In 1904 the following vessels entered and cleared Japan:-

11,887 steamers	22,536,334 tons
3,216 sailing vessels	251,876 "

The Japanese vessels in 1904 entered

1,539 steamers	1,173,448 tons
1,385 sailing vessels	51,919 "
<u>2,924</u> Total vessels	<u>1,225,467</u> Total tons.

The Japanese Steamship Lines

- 1st Vladivostok Line
- 2nd Korea, two companies.
- 3rd Line to Tientsin, Manila, Nuchang, Singapore, Sidney and Bombay.
- 4th Shanghai, Hong Kong and London Line, 12 steamers to every 8 thousand tons-minimum speed 14 knots-subsidy 1,331,600 yen.
- 5th The Australasia Line
- 6th The South America Line (Irregular)
- 7th Lines to the United States to San Francisco
  - 3 steamers 6000 ton, 17 knots
  - To Seattle 3 steamers 6000 ton, 13 knots.

In 1898 Japan carried 21% of her imports and exports in her own bottoms. Japan's imports from the United States and England amount each to 50 million yen. Japan's exports to the United States 80 million, to England 70 million.

In 1900 Japan's merchants handled 40% of their imports, equal to yen 113,000,000 and 37% of exports, roughly 125,000,000. Imports into Japan in 1904 were from the United States 58

million, Great Britain 75 million, Continent of Europe 45 million, China 55 million, India, Australia and Canada 76 million, Hong Kong 3 million, Korea 7 million, Philippines and Siam 8 million, others 45 million. Both the import and export business of Japan are conducted largely by foreigners resident in Japan; that is, more than half is controlled by foreigners. There is a growing demand for food products other than rice, principally beans, peas and pulse with a marked increase in canned goods and condensed milk. There is a growing demand for fertilizers which will continue to increase and likewise a growing disposition to stiff woollen garments in a greater degree each year. Owing to the soil and climate Japan cannot raise wool bearing sheep. Rice is the largest and most important crop raised in Japan as noted above. In 1902 Japan imported 30 million gold and 1-1/2 million silver.

Very fast cruisers operating from Olongapo as a base and cruising from the equator to 30° N. and from Long. 100° to 150° E. with raids into the Yellow Sea could prey upon 100 million yen imports in Japanese bottoms, and if rice were declared contraband then 60 million yen of rice would be liable to capture.

FORMOSA.

Population (1905) 3,078,337, principally Chinese.

Production (1901)

Rice	30 million bushels
Sugar	63 " pounds
Sweet Potatoes	533 " "

Exports (1902)

To United States	yen	1,755,399
China	"	8,769,381
Hong Kong	"	3,219,057

Imports (1902)

From United States	yen	992,134
China	"	5,155,345
Hong Kong	"	233,894
East Indies		1,060,136
Great Britain		1,482,824
Total		10,100,539

Formosa in 1902

Exported rice	yen	1,915,785
sugar	"	1,059,165.

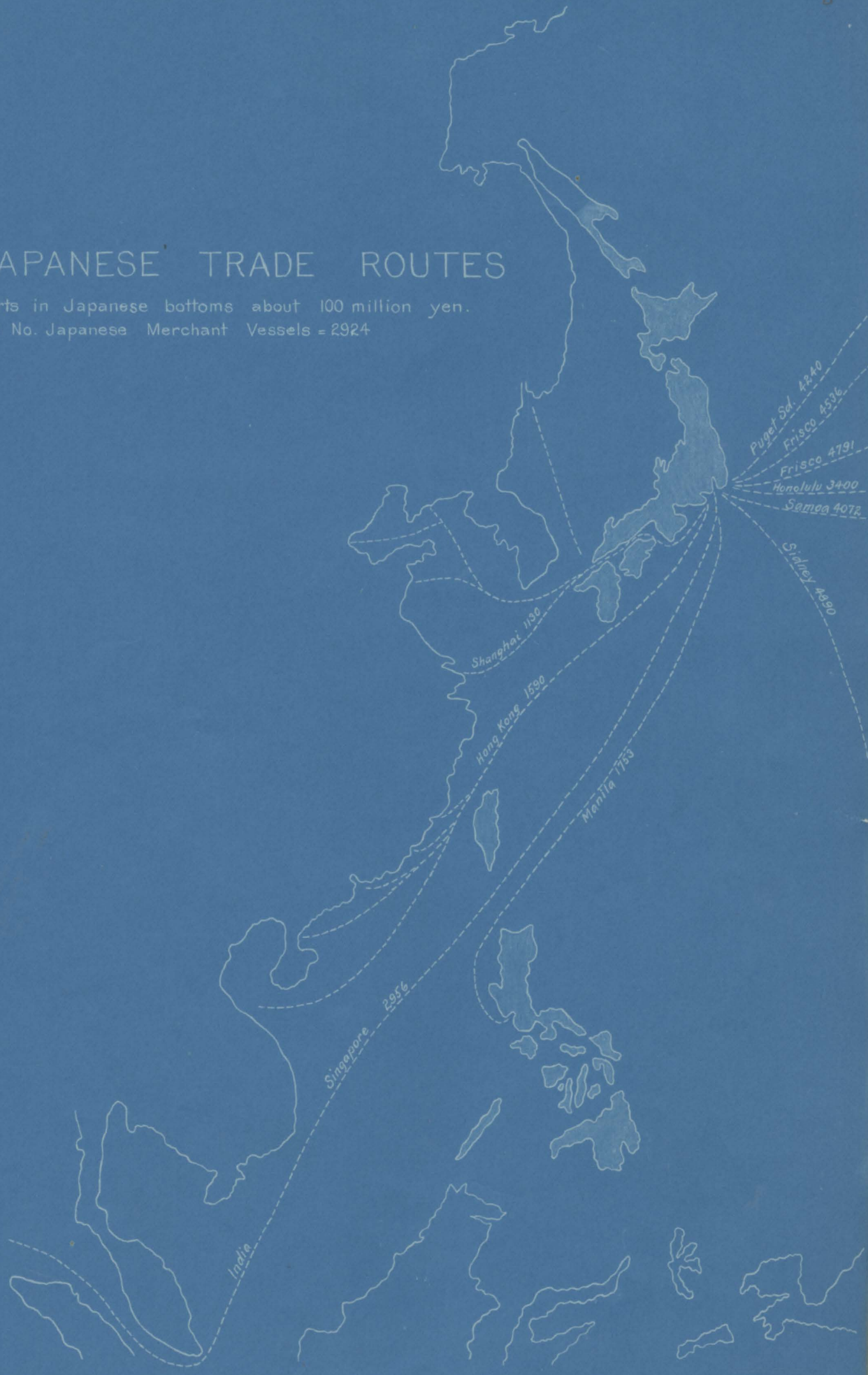
89 miles of railroad in Formosa in 1901 carrying 453,000 passengers, 110,173 tons freight.

The sugar and rice is carried to Japan in Japanese bottoms. It is stated that during the Russian War, 1904, that the shipping largely disappeared.

Extensive harbor works are projected at the ports of Tamsui, Kelung, Tainan, Takow, and Amping.

# JAPANESE TRADE ROUTES

Imports in Japanese bottoms about 100 million yen.  
Total No. Japanese Merchant Vessels = 2924



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ON THE OCCASION OF STRAINED RELATIONS WITH JAPAN.

DISPOSITION OF SHIPS.

Asiatic Fleet.

1. The OHIO now on her way home to be stopped and ordered to effect junction with Armored Cruiser Division, and then Atlantic Fleet. \*
2. Cruisers BALTIMORE, CINCINNATI, CHATTANOOGA, GALVESTON and RALEIGH and gunboats CONCORD, WILMINGTON and HELENA, to be ordered to Manila supposedly for maneuvers, there to fill with coal and supplies and be in all respects ready to proceed to the Straits of Malacca, and thence westward as deemed necessary to effect junction with Armored Cruiser Division and the main Battle Fleet from the Atlantic.
3. Gunboats to start as soon as ready for Singapore, Colombo and the United States via the Mediterranean, cruisers to follow being used until the last as necessary as scouts.
4. Monitors MONTEREY and MONADNOCK to be made ready and commissioned with officers and crews from the small gunboats (see para 8) and such other officers and men as are available, and
5. Destroyers BARRY, BAINBRIDGE, CHAUNCEY, DALE and DECATUR to be ordered to Olongapo to make preparations for the defense of that place in accordance with plan for the defense of Subic Bay, modified at the discretion of the Commander-in-chief, under the existing conditions and by future orders and instructions.
6. RAINBOW and IRIS to be filled with supplies to proceed in advance of fleet to westward for agreed rendezvous in company with the colliers.
7. Colliers ALEXANDER, JUSTIN, NANSHAN and POMPEY to be filled with coal at Manila and to proceed in advance of fleet for agreed rendezvous.

8. All the small gunboats, except such as may be absolutely necessary for duty around the Islands, to be collected at Cavite, placed out of commission and dismantled, and their officers and men sent to Olongapo to man the monitors and destroyers and to assist in the defense of that place.

Atlantic Fleet.

1. Armored cruisers WEST VIRGINIA, COLORADO, MARYLAND and PENNSYLVANIA now on their way to the Far East to be stopped and directed to effect junction with vessels from the Asiatic, and then to effect junction with main Battle Fleet from the Atlantic.

2. Battleships MAINE, MISSOURI, KENTUCKY, KEARSARGE, ALABAMA, ILLINOIS, IOWA, OHIO (if she arrives in time, otherwise to join on the way), LOUISIANA, VIRGINIA, RHODE ISLAND and NEW JERSEY, and the CONNECTICUT and GEORGIA, if available in time.

3. Armored cruisers TENNESSEE and WASHINGTON, if available in time.

4. Cruisers COLUMBIA, MINNEAPOLIS, NEWARK, CLEVELAND, DENVER, DES MOINES, TACOMA and DIXIE.

5. Destroyers HOPKINS, LAWRENCE, MACDONOUGH, WHIPPLE, TRUXTUN, WORDEN.

6. All available colliers, supply ships, repair ships, ammunition ships and other auxiliaries to rendezvous in Chesapeake Bay, and fill with coal, ammunition and supplies.

7. Cruisers ST. LOUIS, NEW YORK, BROOKLYN, SAN FRANCISCO and OLYMPIA to be fitted out and commissioned as soon as possible and to join fleet if ready in time.

8. Fast steamers of the American Line to be turned



over to the Navy, to be commissioned and to join fleet in Chesapeake Bay.

9. Cruiser CHARLESTON to be stopped in her voyage around South America and returned to the Atlantic Coast to join fleet.

10. Cruiser MILWAUKEE to be commissioned as soon as possible and ordered from West Coast around to join fleet in Atlantic.

11. A Torpedo Depot Ship to be fitted out to accompany Destroyer Flotilla. To join fleet in Chesapeake Bay as soon as possible.

12. One or more large auxiliaries, capable of sustaining the speed of the fleet, to collect all advance base material now stored at different navy yards on the Atlantic and to join fleet in Chesapeake.

13. The Destroyer Flotilla with Depot Ship or large tender and colliers to start as soon as ready for Porto Rico, via Key West, and thence to the eastward in accordance with route planned.

ROUTES AND DISTANCES.

The Asiatic Fleet.

1. The gunboats starting first will proceed to the westward, via Singapore, Colombo, the Suez, the Mediterranean and the usual route for vessels of slow speed and small steaming radius, to the United States.

2. The colliers and auxiliaries will proceed to the Straits of Malacca and await the cruisers at or about the Island of Pulo Berhala (Lat. 3°47'N, Long. 99°30'E), in the Straits of Malacca to the westward of Singapore. After coaling, the empty colliers will proceed to the United States by way of Colombo and the usual Mediterranean Route. Possibly they may be able to obtain a new cargo of coal and in obedience to orders join the fleet. The auxiliaries still containing stores or coal will proceed with the cruisers.

3. The cruisers will proceed to the Straits of Malacca and to Pulo Berhala Island, there falling in with the auxiliaries and coaling. Should they be pursued or harassed by a superior Japanese force, they will continue to Colombo and there coal. If able to coal in the Straits of Malacca they will then proceed to the Seychelle Islands, passing near Colombo for the purpose of communication and convoy to the colliers. At the Seychelle Islands, the junction will be formed with the Atlantic Fleet.

The distances are as follows:

Manila to Pulo Berhala Island	1948 mi.	(to Singapore 1636 Singapore to Pulo Berhala 312.
Pulo Berhala to Colombo	..... 1248 mi.	)
Colombo to Seychelles	..... 1650 mi.	) 2898 miles.

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The Atlantic Fleet.

1. The main fleet, consisting of the battleships and cruisers and all colliers and auxiliaries able to sustain

2.

a sea speed of ten knots to Gibraltar will proceed to the Mediterranean, and passing the Azores and Gibraltar for communications, will proceed to the vicinity of the Zafarin Islands on the north coast of Morocco where they will coal (to leeward of Zafarin Islands or to leeward of Cape del Agua) from the colliers accompanying the fleet and from colliers to be sent to meet the fleet at this point.

2. From the Zafarin Islands they will proceed via the Suez Canal and the Red Sea, to the vicinity of Aden, where they will again coal from such colliers as are still accompanying the fleet and from colliers sent to meet the fleet at this point.

3. From Aden they will proceed to the Seychelle Islands to such port or vicinity as the Commander-in-chief may direct (probably Mahe'). Here a junction will be made with the cruisers from the Asiatic and with the Armored Cruiser Division, if they have not already joined.

The distances are as follows:

Chesapeake to Gibraltar .....	3561
Gibraltar to Zafarin Islands .....	<u>153</u>
Chesapeake to Zafarin Islands .....	3714
Zafarin Islands to Port Said .....	1794
Port Said to Suez .....	87
Suez to vicinity of Aden .....	<u>1310</u>
Zafarin Islands to Aden .....	3191
Aden to Seychelle Is. (Mahe') .....	1420

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The Combined Fleet.

On leaving the Seychelle Islands, the Combined Fleet will proceed to the Straits of Sunda to Lampung Bay on the coast of Sumatra, where they will coal, by means of such

colliers as are accompanying the fleet and colliers sent to meet them there. While coaling communication will be had by fast vessel to Batavia or other nearby port.

When ready the fleet will proceed via the Java Sea and Macassar Straits to the Philippines for such place, <sup>where</sup> as has been decided on as a base, or to meet the Japanese Fleet.

The distances are as follows:

Seychelle Islands to Lampung Bay, Sts. of Sunda .....	3000	
Lampung Bay to Sibutu Pass (bet. Borneo & Sulu Arch).	1454	1454
Sibutu Pass to Subic .....	639	
Sibutu Pass to Iloilo .....		390
Lampung Bay to Subic .....	2093	
" " " Iloilo .....		1844

THE DEFENSE OF OLONGAPO IN ADDITION TO  
VESSELS AS MENTIONED ABOVE.

All advance base material now in the Philippines to be sent to Olongapo and preparations made for its defense in accordance with plan as modified for existing conditions.

Commander-in-chief of Asiatic Fleet to turn over to Commandant, Olongapo, the plan for the defense of Subic Bay now in War Portfolio No.2.

Ammunition and supplies in as large quantities as available to be sent from Manila to Olongapo for its defense. Supplies to be purchased in Hong Kong for Olongapo and shipped there before the commencement of hostilities.

The 2000 marines now in the Philippines to be ordered to Olongapo for its defense. If deemed necessary, the War Department will be requested to send 1000 Army additional.

Two submarines, with trained officers and crews, and outfit to be shipped immediately to Olongapo in American vessel - preferably Government vessel. The WOMPATUCK to be detailed and fitted in Olongapo as tender to the submarines.

COAL SUPPLY.

1. Before the outbreak of the war, about 70,000 tons of coal will be required to fit out the Atlantic Fleet, including the battleships, armored cruisers, cruisers and scouts, and auxiliaries. In addition, about 55,000 tons will be required for cargo coal for the colliers to accompany the fleet.

2. Vessels about to join the fleet in the Chesapeake Bay should fill with coal at the port in which they happen to be or in which they are being fitted out. All the coal possible should be bought and delivered at Lambert's Point, Newport News, Norfolk, Hampton Roads, and Lynnhaven Bay.

3. The Armored Cruiser Division now on their way to the Far East should obtain their own coal as far as the rendezvous at the Seychelle Islands.

4. Arrangements must be made through our different Naval Attaches and other Government agents for the delivery of coal in as near as possible the following quantities at the following places for the fleet:

Zafarin Islands .....	55,000 tons
Aden .....	53,000 "
Seychelle Islands .....	32,000 "
Lampung Bay, Sts. of Sunda .....	57,000 "
Base in the Philippines (when occupied)..	As large quantities as possible

5. The coal carried by the fleet colliers and auxiliaries should not be used except in cases of necessity, where the other supplies of coal fall short or when vessels require coal at sea during passage.

6. The coal for the Zafarin Islands should be bought in England, the United States and, when available in large quantities, at any port in the Mediterranean and when shipped in neutral bottoms the colliers should clear for Algiers and the cargoes consigned to an agent or firm previously agreed upon at that port.

7. The coal for the vicinity of Aden should be bought in and shipped from England, Australia, and the United States, and when in neutral bottoms from England and the United States the colliers should clear for Aden or some port to the eastward of Aden, and the cargoes be consigned to an agent or firm previously agreed upon in such port. When shipped from Australia the colliers should clear for Suez or some port to the westward and the cargoes be consigned to an agent or firm in such port.

8. The coal for the Seychelle Islands should be bought in and shipped from England, Australia, and the United States, and when shipped in neutral bottoms from England and the United States the colliers should clear for some port in Australia or the Eastern Archipelago, and when shipped from Australia the colliers should clear for Aden or some port further to the westward and the cargoes be consigned to an agent or firm previously agreed upon in that port.

9. The coal for Lampung Bay should be bought in Australia as far as possible and shipped in the neutral bottoms and the colliers should clear for Hong Kong or other ports in the Far East and the cargoes should be consigned to agents or firms previously agreed upon in such ports.

10. Coal for the base in the Philippines should be bought wherever available, and the colliers should be sent as soon as the base is decided on, all possible precautions being taken to prevent it falling into the hands of the enemy.

11. The colliers carrying coal for the fleet should be ordered to arrive at the places designated at nearly as possible at the same time as the fleet.

12. If possible a secret agent - preferably a naval officer - should be sent ahead to each place chosen for coal-ing the fleet, to take charge of the colliers on their arrival, and to give the necessary instructions to their cap-

\* Remember that with Australian coal the daily consumption is doubled & the radius of action largely diminished. N.S.

tains.

13. The amount of coal available at Olongapo should be determined and it should be held for the use of the monitors and destroyers. Such additional coal as will be needed for those vessels should be sent to Olongapo from Manila or Hong Kong before the outbreak of the war, if possible. After the blockade is established by the Japanese, it will be difficult if not impossible to send coal to Manila or Olongapo.

14. There will be required at Manila before the commencement of hostilities about 20,000 tons of coal for the cruisers, gunboats, and auxiliaries, and for cargo coal for the colliers.



COAL SUPPLY - CAVITE.

On hand Olongapo - none.

On hand Cavite, now . . . . . 30000 tons

En route, 5 ships . . . . . 30000

En route to arrive by Aug.31st. . . . . 40000  
100000

To be expended by vessels on station

and vessels en route, up to Aug.31 50000

On hand Aug.31, 1907 . . . . . 50000 Tons.

Amount of Coal at:		Amount of Coal En route:	Remarks:
Honolulu	16,000	0	
Mare Island	13,000	15,000	15,000 chartered to load June, July.
San Francisco (Training Station)	800	-	Supplied from Mare Is- land by barges; no facilities for storing
Puget Sound	10,000	2,000	20,000 due to load and sail June, July.
San Diego	0		
Guam	2,500	-	Supplied from Government collier from Cavite.
Yokohama	2,000	6,000	
Sitka	3,000	3,500	
Pechilinque, Mexico,	700		Will ship September, 5,000.

ATLANTIC FLEET.

Battleships.

Name.	Bunker capacity.	Expenditure at 10 knots.	Expenditure at 12 knots.	10 knots	
				Coal endurance. In days	In knots
Maine	1800	88.2	108.4	20.4	4900
Missouri	1800	88.2	108.4	20.4	4900
Ohio	1800	88.2	108.4	20.4	4900
Kearsarge	1572	71.0	89.0	22	5316
Kentucky	1572	71.0	89.0	22.0	5316
Alabama	1270	72.5	96.0	17.5	4200
Illinois	1270	72.5	96.0	17.5	4200
Iowa	1588	84.5	120.0	18.8	4523
Louisiana	2200	100.0	127.7	22.0	5280
Virginia	1704	107.5	133.3	15.8	3805
Rhode Island	1704	107.5	133.3	15.8	3805
New Jersey	1704	107.5	133.3	15.8	3805
Connecticut	2200	100.0	127.7	22.0	5280
Georgia	<u>1704</u>	107.5	133.3	15.8	3805
	23838				

Cruisers & Scouts.

Columbia	1644	57.5	75.5	27.8	6672
Minneapolis	1518	57.5	75.5	26.4	6338
Newark	779	42.0	55.0	18.5	4556
Cleveland	668	28.2	40.2		5686
Denver	675	28.2	40.2		5686
Des Moines	700	28.2	40.2		5686
Tacoma	675	28.2	40.2		5686
Dixie	1300	40.0	54.0	32.5	7800
Brooklyn	1460	70.0	87.5	20.8	5008
New York	1320	64.0	80.0	20.6	4500
St. Louis	1460	70.0	87.5	20.8	5008
Milwaukee	1460	70.0	87.5	20.8	5008
Charleston	1460	70.0	87.5	20.8	5008
San Francisco	620	41.5	55.0	14.9	3624
Olympia	<u>6054</u>	57.25	74.0	18.4	4608
	16793				

ATLANTIC FLEET.Cruisers & Scouts - (Continued)

Name.	Bunker capacity.	Expenditure at 10 knots	Expenditure at 12 knots	Coal endurance	
				In days	In knots
Philadelphia	4000				
New York	4000	16k			
St. Paul	2697+1400	112.5			15360
St. Louis	2697+1400	112.5			15360
	18000				

Armored Cruisers.

West Virginia	2000	96.0	125	20.8	5000
Colorado	2000	96.0	125	20.8	5000
Maryland	2000	96.0	125	20.8	5000
Pennsylvania	2000	96.0	125	20.8	5000
Tennessee	2000	96.0	125	20.8	5000
Washington	2000	96.0	125	20.8	5000

DESTROYERS.

Hopkins

Lawrence

Macdonough

Whipple

Truxtun	171	14.2		12	2880
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Worden

Auxiliaries.

Arethusa	685	30.0			
Celtic	694	26.6	31.0	26.0	6265
Culgoa	910	29.5	38.0	31.0	7422
Glacier	937	40.5	55.0	23.0	5584

ATLANTIC FLEET.Auxiliaries - (Continued)

Name.	Bunker capacity	Cargo capacity	Expendi- ture at 10 knots	Expendi- ture at 12 knots	Coal endurance	
					<i>10 knots</i> In days	In knots
Abarenda	712	3400	29.5		24	5808
Ajax	367	5000	46.0		8	2347
Brutus	344	4000	29.5		11.5	2808
Caesar	805	2800	30.0			
Hannibal	480	2300	30.0			
Lebanon	188.5	1800	13 9k		14.5 9k	3146 9k
Leonidas	200	2200	30.0 8.6k		8.6k	8.6k
Marcellus	225	2400	10.1		22.0	4540
Sterling	510	2350	30.0			
	<u>7057.5</u>					

ASIATIC FLEET.Cruisers.

Name.	Bunker capacity	Expendi- ture at 10 knots	Expendi- ture at 12 knots	Coal endurance	
				<u>at 10 knots</u> In days	In knots
Baltimore	1050	49.5	60.5	21.2	5544
Cincinnati	635.2	30.	33.0	19.2	4560
Chattanooga	675	28.2	40.2		5686
Galveston	700	28.2	40.2		5686
Raleigh	629.0	30.0	48.0	19	4560
	<u>3689.2</u>				

Gunboats.

	Bunker capacity	at 8 knots		at 10 knots	
		8 knots	10 knots	8 knots	10 knots
Concord	368.0	19.0	26.5	19.0	3842
Wilmington	280.0	27.75	21.86	14.0	2776
Helena	324.0	27.75	21.86	14.7	2833
	<u>972.0</u>				

Auxiliaries.

	Cargo capacity	at 10 knots
Rainbow	1139	

ASIATIC FLEET.

Auxiliaries - (Continued)

Name.	Bunker capacity	Cargo capacity	Expenditure at 10 knots	Coal endurance at 10 knots	
				In days	In knots
Alexander	799	4200	28.3 8k	28.0 8k	6784 8k
Justin	185	2900	14.7	12.5	2416
Iris	340	2475			
Nanshan	400	2900			
Pompey	200	1400			
	<u>3063</u>	<u>13875</u>			

Expenditures at 10 knots.

Atlantic Fleet.

- 14 Battleships use 1266 tons a day.
- 2 Armored Cruisers 192 tons a day.
- 19 Cruisers & Scouts use 1202.55 tons a day.
- 22 Auxiliaries use 641.54 tons a day.

Armored Cruiser Squadron.

- 4 Armored Cruisers use 384 tons a day.

Asiatic Squadron.

- 5 Cruisers use 165.9 tons a day.
- 2 Auxiliaries use 60 tons a day.

COAL SUPPLY.

Atlantic Battle Fleet.

(1) Passage from Chesapeake Bay to Zafarin Islands  
 Distance 3714 miles. At 10 knots = 15.5 At 12 kts. = 12.9 das.

Ship	On hand	Expenditure at 10 knots	Remaining
Maine	1800	1367.1	432.9
Missouri	1800	1367.1	432.9
Ohio	1800	1367.1	432.9

COAL SUPPLY.

Atlantic Battle Fleet - (Continued)

Ship.	On hand.	Expendi- ture at 10 knots	Remaining.
Kearsarge	1572	1100.5	471.5
Kentucky ,	1572	1100.5	471.5
Alabama	1270	1123.75	146.25
Illinois	1270	1123.75	146.25
Iowa	1588	1309.75	288.25
Louisiana	2200	1550.0	650.0
Virginia	1704	1666.25	37.75
Rhode Island	1704	1666.25	37.75
New Jersey	1704	1666.25	37.75
Connecticut	2200	1550.0	650.0
Georgia	1704	<u>1666.25</u>	37.75
		<u>19624.55</u>	

14 Battleships 5 days in  
port at 16 tons =

1120.00

Required to fill up

20744.55 tons.

Cruisers & Scouts.

Distance 3714 miles at 10 knots = 15.5 days. At 12 knots=12.9 das

Columbia	1644	891.25	752.75
Minneapolis	1518	891.25	626.75
Newark	779	651.00	128.00
Cleveland	668	437.10	230.9
Denver	668	437.10	230.9
Des Moines	668	437.10	230.9
Tacoma	668	437.10	230.9
Dixie	1300	620.0	680.0
Brooklyn	1460	1085.0	375.0
New York	1320	992.0	328.0
St. Louis	1460	1085.0	375.0
Milwaukee	1460	1085.0	375.0
Charleston	1460	1085.0	375.0

8. 24

COAL SUPPLY.

Cruisers & Scouts - (Continued)

Ship	On hand.	Expendi- ture at 10 knots	Remaining
San Francisco	620	643.25	
Olympia	1054	<u>887.38</u>	166.62
Approx. 4 American liners		<u>6975.00</u>	
		18639.53	
19 Cruisers 5 days in port at 127 =		<u>1140.00</u>	
Required to fill up		19779.53 tons.	

COAL SUPPLY.

Atlantic Battle Fleet.

(1) passage Chesapeake Bay to Zafarin Islands.

Distance 3714 miles at 10 knots = 15.5 days.

Ship	On hand	Expendi- ture at 10 knots	Remaining.
Tennessee	2000	1488.0	512.0
Washington	2000	<u>1488.0</u>	512.0
		2976.0	
2 Armored Cruisers 5 days in port at 16 tons =		<u>160.0</u>	
Required to fill up		3136.0 tons.	

Auxiliaries - Battle Fleet.

Distance 3714 miles at 10 knots = 15.5 - at 12 knots = 12.9 days

Arethusa	685	465.0	220.
Celtic	694	412.3	281.7
Culgoa	910	457.25	452.75
Glacier	937	627.75	309.25
4 others - av.exp. at 10 knots = 30 tons		1860.0	
Abarenda	712	357.25	354.75
Caesar	805	465.0	340.0



COAL SUPPLY.

Auxiliaries - Battle Fleet - (Continued)

Ship	On hand	Expendi- ture at 10 knots	Remaining
Hannibal	480	465.0	15.0
Ajax	367	713.0	-346.0
Brutus	344	354.75	-10.75
9 others av. cargo capacity of 4000 tons. Av. exp. at 10 knots=30 tons		<u>3766.5</u>	
		9943.80	
22 Auxiliaries, 5 days in port at 5 tons		<u>550.00</u>	
Required to fill up		10493.80 tons.	

SUMMARY FOR COAL SUPPLY.

(1) Passage from Chesapeake Bay to Zafarin Islands.

Distance 3714 miles at 10 knots=15.5 days at 12 knots=12.9 days  
Including 5 days in port designated for coaling.

14 Battleships	20744.55
19 Cruisers & Scouts	19779.53
2 Armored Cruisers	3136.00
22 Auxiliaries	<u>10493.80</u>

54153.88 tons required to fill up at  
Zafarin Islands.

COAL SUPPLY.

Atlantic Battle Fleet.

(2) Zafarin Islands to vicinity of Aden.

Distance 3191 miles at 10 knots=

Zafarin Is. to Port Said = 1794 mi = 7.475 days  
Port Said to Suez = 87 mi = 2.000 "  
Suez to Aden = 1310 mi = 5.468 "  
14.94 days.

Name	Bunker capacity.	Expended at 10 knots	Remaining
Maine	1800	1323	477.0
Missouri	1800	1323	477.0

COAL SUPPLY.Atlantic Battle Fleet - (Continued)

Name	Bunker capacity	Expended at 10 knots	Remaining
Ohio	1800	1323	477.0
Kearsarge,	1572	1065	407.0
Kentucky	1572	1065	407.0
Alabama	1270	1087.5	182.5
Illinois	1270	1087.5	182.5
Iowa	1588	1267.5	320.5
Louisiana	2200	1500.0	700.0
Virginia	1704	1612.5	91.5
Rhode Island	1704	1612.5	91.5
New Jersey	1704	1612.5	91.5
Connecticut	2200	1500.0	700.0
Georgia	1704	<u>1612.5</u>	91.5
		18989.5	
14 battleships 5 days in port at 16 tons		<u>1120.0</u>	
Required to fill up		20109.5	

CRUISERS.

Distance 3191 miles at 10 knots = 15.0 days

Columbia	1644	862.5	781.5
Minneapolis	1518	862.5	655.5
Newark	779	630.0	149.0
Cleveland	668	423.0	245.0
Denver	668	423.0	245.0
Des Moines	668	423.0	245.0
Tacoma	668	423.0	245.0
Dixie	1300	600.0	700.0
Brooklyn	1460	1050.0	410.0
New York	1320	960.0	360.0
St. Louis	1460	1050.0	410.0
Milwaukee	1460	1050.0	410.0

Cruisers -(Continued)

Name	Bunker capacity	Expended at 10 knots	Remaining
Charleston	1460	1050.0	410.0
San Francisco	620	622.5	-2.5
Olympia	1054	<u>858.75</u>	195.25
		11288.25	
Approx. 4 American liners		<u>6750.00</u>	
		18038.25	
19 cruisers 5 days in port at 12 tons		<u>1140.00</u>	
		19178.25	

COAL SUPPLY.

Atlantic Battle Fleet.

(2) Zafarin Islands to vicinity of Aden.  
Distance 3191 miles at 10 knots = 15 days.

Armored cruisers.

2 armored cruisers at 192 tons a day =	2880
2 " " 5 days in port at 16 tons =	<u>160</u>
Required to fill up	3040 tons.

COAL SUPPLY.

Auxiliaries.

(2) Passage Zafarin Islands to Aden.  
Distance 3191 miles at 10 knots = 15 days.

22 auxiliaries at 641.54 tons a day=	9623.10
22 " " 5 days in port at 5 tons =	<u>550.00</u>
Required to fill up	10173.10

SUMMARY FOR COAL SUPPLY.

(2) Passage from Zafarin Islands to vicinity of Aden.

Distance 3191 miles at 10 knots = 15 days. *including delay in Canal passage.*

Including 5 days in port designated for coaling.

14 Battleships	20109.5
19 Cruisers & Scouts	19178.25
2 Armored cruisers	3040.0
22 Auxiliaries	<u>10173.10</u>

52500.85 tons required to fill  
up at Aden.

COAL SUPPLY.Atlantic Battle Fleet.

(3) Aden to Seychelle Islands.

Distance 1420 miles at 10 knots = 5.92 days.

14 Battleships at 1266 tons a day at 10 knots	7494.720
14 " 10 days in port at 16 tons	2240.000
19 Cruisers at 1202.55 tons a day at 10 knots	7119.196
19 " 10 days in port at 12 tons	2280.000
2 Armored Cruisers at 192 tons a day at 10 knots	1136.640
2 " " 10 days in port at 16 tons	320.000
22 Auxiliaries at 641.54 tons a day at 10 knots	3787.917
22 " 10 days in port at 5 tons	<u>1100.000</u>

Atlantic Fleet to fill up at Seychelles ~~25478.473~~

COAL SUPPLY.

Asiatic Fleet.

(1) Passage from Manila to Pulo Berhala (Sts.of Malacca)  
 Distance 1948 miles at 10 knots = 8.11 days.

Name.	Capacity	Expended at 10 knots.	Remaining
Baltimore	1050	401.45	648.55
Cincinnati	635.2	243.3	391.9
Chattanooga	675	228.7	446.3
Galveston	700	228.7	471.3
Raleigh	629	<u>243.3</u>	385.7
		1345.45	
5 Cruisers 5 days in port at 12 tons		<u>300.00</u>	
		1645.45	

SUMMARY OF COAL REQUIRED.

Asiatic Fleet. Manila to Pulo Berhala (Sts.of Malacca)  
 Distance 1948 miles at 10 knots = 8.11 days.  
 Including 5 days in port designated for coaling.

5 Cruisers	1645.45
2 Auxiliaries at 60 tons a day at 10 knots	486.6
2 Auxiliaries 5 days in port at 5 tons	<u>50.0</u>
Required to fill up	2182.05 tons at Pulo Berhala.

COAL SUPPLY.

Asiatic Fleet.

(2) Passage from Pulo Berhala to Seychelle Is via Colombo.  
 Distance 2898 miles at 10 knots = 12.08 days.

5 Cruisers at 165.9 tons a day at 10 knots	2004.07
2 Auxiliaries at 60 tons " " " 10 "	724.8
5 Cruisers 10 days in port(12tons per day per cru)	600.00
2 Auxiliaries 10 " " " (5 tons per day per ves.)	<u>100.00</u>
Required to fill up	3428.87 tons Seychelles.

COAL SUPPLY.Armored Cruiser Division.

To affect junction with Atlantic Fleet.

Aden to Seychelle Islands.

Distance 1420 miles at 10 knots = 5.92 days.

Name	Capacity	Expended at 10 knots	Remaining
West Virginia	2000	568.32	1431.68
Colorado	2000	568.32	1431.68
Maryland	2000	568.32	1431.68
Pennsylvania	2000	<u>568.32</u>	1431.68
		2273.28	
4 Armored Cruisers 10 days in port at 16 tons		<u>&amp; 640.00</u>	
Required to fill up		2913.28 tons	Seychelle Island.

COAL SUPPLY.Combined Fleet.

(1) Passage from Seychelles to Lampung Bay, Sts. Sunda.

Distance 3000 miles at 10 knots = 12.5 days.

Atlantic Fleet.

14 Battleships at 1266 tons a day at 10 knots	15825.00
19 Cruisers & Scouts at 1202.55 " " " " "	15031.875
2 Armored Cruisers at 192 " " " " "	2400.000
22 Auxiliaries at 641.54 " " " " "	8019.250

Armored Cruiser Division.

4 Armored Cruisers at 384 tons a day at 10 knots 4800.00

Asiatic Squadron.

5 Cruisers at 165.9 tons a day at 10 knots	2073.75
2 Auxiliaries at 60 " " " " " "	750.00
20 vessels at anchor for 10 days (16 tons per day per vessel)	3200.00
24 " " " " " " (12 tons per day per vessel)	2880.00
24 " " " " " " (5 tons per day per vessel)	<u>1200.00</u>

Required to fill up 56179.875 tons

Lampung Bay.

COAL SUPPLY.Combined Fleet.

(2) Passage from Lampung Bay to Subic.

Distance 2093 miles at 10 knots = 8.72 days.

14 Battleships at 1266 tons a day	11039.52
6 Armored Cruisers at 576 tons a day	5022.72
24 Cruisers & Scouts at 1368.45 tons a day	11732.88
24 Auxiliaries at 701.54 tons a day	<u>6117.43</u>
Coal required to fill up	33912.55 tons
	at Subic.

PROVISIONS AND SUPPLIES.

Each ship to carry dry provisions for three months and fresh provisions in as great quantities as possible subject to the capacity of its cold storage outfit and conveniences for stowage and preservation.

3000 tons fresh beef and 3000 tons fresh vegetables to be carried in three supply and refrigerator ships. Each ship to carry 1000 tons fresh beef and 1000 tons fresh vegetables.

55000 gallons of engineers oil and 40000 pounds of waste to be carried in the colliers accompanying the fleet, it being divided among the colliers in the proportion of one gallon of oil and  $3/4$  of a lb. of waste for each ton of coal carried. Oil and waste to be carried on the colliers sent to meet the fleet in the same proportion.

Refrigerator ships should be bought or chartered and loaded in Australia ready to joint the fleet on its arrival in the vicinity of the Philippines.



GOVERNMENT AGENTS.

Arrangements should be made for agents, and the agents informed of the nature of the communications and information which they are to obtain and forward, in the following ports at the earliest opportunity if not already done.

Fayal, Azores. (Consul)  
 Gibraltar. (Consul)  
 Algiers. (Consul)  
 Zafarin Islands. (Special)  
 Malta. (Consul)  
 Port Said. (Consul)  
 Suez. (Consul)  
 Aden. (Consul and special)  
 Mahe', Seychelle Is. (Consul, special & secret)  
 Telok Betong (Sumatra) Lampung Bay. (Secret)  
 Batavia, Java. (Secret and consul)  
 Sandakan, Borneo. (Secret)  
 Sulu, Island of Sulu. (Secret)  
 Throughout Philippines. (Secret)  
 Singapore. (Consul and secret)  
 Penang. (Consul)  
 Colombo. (Consul)  
 Saigon. (Consul and secret)  
 Hong Kong. (Consul and special)  
 Amoy. (Consul and special)  
 Foochow. (Consul and special)  
 Shanghai. (Consul and special)  
 Throughout Japan, Corea, Formosa & Pescadores. (Secret)  
 Guam. (Secret)  
 Hawaii. (Secret)

In this connection Reference No.3-a, War Portfolio No.2, should be consulted.

CABLES.

Cable communication with the Philippines will be possible for some time after the commencement of the war, as it will be necessary for the Japanese to cut three cables, i.e. the cable from Guam, the cable from Shanghai, and the cable from Hong Kong. Should these three cables be cut communication may be had with the Philippines by vessel to Sandakan, Borneo from Sulu, Island of Sulu, which place is connected with Manila and places in the other islands by cables and telegraph lines.

Should the Japanese proceed to capture Guam, the cables leading from that Island to the United States, Japan, and the Philippines should be destroyed or so put out of commission as to prevent the Japanese from using them after their occupation.

All cables affording communication between the different Islands of Japan or between the Islands of Japan and the outside world should be cut at the earliest opportunity.

For list of Cables and Landings see War Portfolio No.2, Reference Nos. 3-b and 3-c.

COMMUNICATIONS.

With Manila and Subic (until interrupted by the Japanese).

Cable from the United States via Guam.

Cable from Shanghai.

Cable from Hong Kong.

Cable from Hong Kong to Sandakan, Borneo, thence by vessel to Sulu, Island of Sulu, thence by cable and telegraph lines to Manila and Subic.

WITH THE FLEET.

When approaching the following ports, the commanding officer of the fleet or of squadrons, divisions, or ships separated from the main fleet, will send a vessel of high speed to enter the port to communicate with the consul or other government agent, to send and obtain cablegrams, and to rejoin immediately.

## Asiatic Fleet.

Singapore.

Penang.

Colombo.

Mahe', Seychelle Islands.

## Atlantic Fleet.

Fayal, Azores.

Gibraltar.

Algiers.

Malta.

Port Said.

Suez.

Aden.

Mahe', Seychelle Islands.

Batavia, Java.

Sulu, Island of Sulu.

Sandakan, Borneo.

MISCELLANEOUS.

The "Preliminary steps to be taken and orders to be issued when war is imminent to establish war conditions in the Navy" now in safe of Second Committee of the General Board, should be consulted and everything therein applicable to War with Japan should be put in operation, and all orders, letters, notices, instructions, recommendations, etc., prepared and issued.

War Portfolio No.2 should be consulted and all information therein contained, which would be of service during the war in question, noted.

Orders to all vessels, navy yards and stations, to discharge immediately all Japanese servants, and to make arrangements with secret service on shore to arrest and confine them on supposed charge or to observe their movements.

Bureau of Equipment to buy and accumulate coal for fleet and colliers fitting out in Chesapeake Bay as stated under Coal Supply. (See Preliminary Steps).

Provisions and supplies to be purchased.

Additional colliers and supply ships, and necessary auxiliaries to be purchased wherever available, fitted out and loaded. (See "Preliminary Steps")

Coal and supplies to be bought abroad and vessels chartered or bought to carry them, and deliveries ordered at places designated for coaling the fleet on the route to the Far East. (See "Preliminary Steps")

Colliers loaded with coal and supply and refrigerator ships to be purchased secretly loaded in Australia, and held there for orders. (See letters to Naval Attaches in "Preliminary Steps")

Naval Coast Patrol to be established in accordance with plan and prepared organization for Naval Defense Districts.

Naval Reserves to be mobilized at large naval stations,

and quartered on ships not in commission and at barracks or in camps.

Request the cooperation of the Army in the defense of Olongapo.

Marine Headquarters to be directed to detail all the Marines available in the United States and not required on vessels for service with the Atlantic Battle Fleet in connection with the Advance Bases, and to be informed as to what ships or transports they will be sent.

The WISCONSIN and INDIANA to be placed in reserve and their gun pointers sent to the newly commissioned battleships, and their crews to fill vacancies in the fleet.

Such men as are required may be transferred from the gunboats to the cruisers on the Asiatic before the departure of the former for the United States.

Office of Naval Intelligence to furnish as soon as possible, by means of Naval Attache, Japan, and other sources of information, lists of all Japanese ships, their location and condition. This list to be kept from then on absolutely up to date through information from all possible sources.

All information possible to be obtained of the Japanese Naval Station in the Pescadores. Army to be requested to send secret agent, such as officer detailed from Philippine Scouts. The landing of the cable from Formosa to be determined and the wireless station located.

The Japanese in the Hawaiian Islands to be carefully watched and vessels from the west coast to be sent there to assist in case of any outbreak.

Censorship of all cable lines leading into the United States or its possessions to be commenced. Japan-Guam cable to be closed.

The Pacific Mail Steamers Corea and Siberia, one or both, if in any port in the Far East to be turned over to

the Government and ordered to join our Asiatic Fleet at Manila or at some point on its voyage to the westward.

If possible, the following fast Japanese Auxiliary Steamers to be seized in the port of San Francisco or in making passage: Hong Kong Maru; Nippon Maru; & America Maru.

The Suez Canal Authorities to be informed of the probable date of arrival and probable size of Atlantic Fleet for passage through the canal.

Letters to Chiefs of Bureau in regard to purchases, contracts, work on ships nearing completion, etc., in accordance with "Preliminary Steps".

Sentries to be placed at the entrances to the Navy Department and no unauthorized persons to be allowed to enter under any pretext.

Colliers and auxiliaries to be equipped with all means for rapidly transferring coal and stores at sea as well as in port, with numerous large fenders such as cotton bales, and to be able to supply coal and stores on both sides at the same time from as many hatches as possible.

Colliers and auxiliaries should carry large crews to relieve the crews of the fighting ships as far as possible from the labor of coaling.

IN REGARD TO VOYAGE OF FLEET TO THE FAR EAST.

Distances and Time at 10 knots.

To Seychelles.

Atlantic Battle Fleet.

Chesapeake Bay to Zafarin Islands	15.5 days	
For coaling	5. "	
Zafarin Islands to vicinity of Aden	15. "	
For coaling	5. "	
Aden to Seychelle Islands	5.92 "	
For coaling	10. "	
Chesapeake Bay to Seychelle Island		56.42 days

Asiatic Fleet.

Manila to Pulo Berhala	8.11 Days	
For coaling	5. "	
Pulo Berhala to Seychelle Is.	12.08 "	
For coaling	10. "	
Manila to Seychelle Islands		35.19 days

Combined Fleet.

Seychelle Is. to Lampung Bay	12.5 days	
For coaling	10. "	
Lampung Bay to Subic	8.72 "	
		31.22 days

The total time employed by the Atlantic Fleet from Chesapeake Bay to Subic at 10 knots, with 30 days allowed for coaling, repairs, unavoidable delays, breakdowns, etc., will be 87.64 days or about twelve weeks and a half.

The distance covered will be 13418 miles.

By going by the Cape of Good Hope this distance would be increased to 14148 miles, the duration of passages between ports would be greater, and the fleet would not be open to as frequent communication by cablegram as by the Suez Route.

The times allowed for coaling and repairs are extreme and could in all probability be reduced.

DISTANCES.

Yokohama - Manila	1680 Nautical miles.
Yokohama - Honolulu	3400
Yokohama - Guam	1342
Yokohama - San Francisco (via Honolulu)	5500
Yokohama - San Francisco (direct, great circle)	4536
Yokohama - Port Townsend	4240
San Francisco - Honolulu	2100
Honolulu - Guam	3337
Guam - Manila	1506
Manila - Hong Kong	628
Manila - Singapore	1386



ORGANIZATION OF FLEET.

14 Battleships

6 Armored Cruisers - (2 in Atlantic Fleet.  
(4 in Armored Cruiser Division.

24 Scouts and Cruisers - (8 in Atlantic Fleet.  
(5 to be commissioned for Atlantic Fleet.  
(2 to be ordered from West Coast for Atlantic Fleet.  
(4 fast Steamers of American Line.  
(5 from Asiatic Fleet.

24 Auxiliaries - (3 supply and refrigerator ships (3000 tons fresh beef.  
(2 water & distilling ships. (3000 tons fresh vegetables.  
(1 repair ship and floating machine shop.  
(2 ammunition ships.  
(14 colliers.  
( with Asiatic Squadron  
(1 supply, repair, and ammunition ship  
(1 collier (ALEXANDER 4200 tons)

and one or more hospital ships.

If chartered colliers do not arriv  as arranged at the places designated for coaling, coal to be taken from the fleet colliers so as not to delay.

Fleet colliers as soon as cargo is discharged will return to home base and to await orders, taking the sick of the fleet with them.

If colliers are dismissed during last part of voyage, the speed of the fleet may be increased to 12 knots.

Coal can be transhipped at an average rate of 50 tons per hour for each collier, if not faster.

When fleet is coaling, all vessels will obtain fresh meat and vegetables from refrigerating ships to fill their cold storage rooms.

At the discretion of the Commander-in-chief, faster ships may be sent ahead of the fleet to the places designated

for coaling, to coal from the colliers awaiting them, so as to delay the fleet as little as possible in the time required for coaling.

SEASON BEST TO CROSS THE INDIAN OCEAN.

Throughout the year, except the months of June, July, and August, the southern part of the Indian Ocean is exposed to hurricanes or cyclones, which take their rise between  $6^{\circ}$  and  $16^{\circ}$  S. and travel towards south-south-west till they reach the parallel of  $25^{\circ}$  S., when they curve more to the left till they assume a path to the southeast.

North of the equator the north-east monsoon blows from October to March (inclusive) and that is the period of fine weather. The south-west monsoon blows from April till September, bringing rain and bad weather; this wind is stronger while it lasts than the north-east monsoon, and raises a heavier sea.

During the north-east monsoon westerly winds are usually to be found to the eastward of the Seychelles and to the southward of the equator as far as  $10^{\circ}$  S.

The constancy of this westerly wind or monsoon is not to be relied on except in the months of December and January, and when to the eastward of the Meridian  $58^{\circ}$  E., also between  $2^{\circ}$  or  $3^{\circ}$  N. and  $10^{\circ}$  or  $12^{\circ}$  S.

In the Indian Ocean generally the following regions will be found specially liable to calm:- to the north of a line joining the south point of Hindustan and the north point of Sumatra, and along the southwest side of that island to the southward of the Straits of Sunda. Also to the northwest of a line from the south point of Hindustan to Zanzibar, and near the east coast of Africa as  $5^{\circ}$  or  $15^{\circ}$  S. The calms reach that southern limit when the sun is in the southern hemisphere; during the other half year, including April and September, the Zone is more contracted and the calms less frequent.

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SUEZ CANAL CHARGES.

per ton 9 francs = \$1.737

Name	Net tonnage (Approx).	Name	Net tonnage. (Approx.)
Maine	4288	Dixie	3074
Missouri	4288	Brooklyn	3368
Ohio	4288	New York	2814
Kearsarge	4038	St. Louis	3545
Kentucky	4038	Milwaukee	3545
Alabama	4228	Charleston	3545
Illinois	4228	San Francisco	1266
Iowa	3806	Olympia	1896
Louisiana	5856	Philadelphia	4577
Virginia	5471	New York	4643
Rhode Island	5471	St. Paul	5894
New Jersey	5471	St. Louis	5894
Connecticut	5856	Hopkins	229
Georgia	5856	Lawrence	229
West Virginia	3953.35	Macdonough	229
Colorado	4000.07	Whipple	229
Maryland	3953.35	Truxtun	229
Pennsylvania	4000.07	Worden	229
Tennessee	5307	Arethusa	1953
Washington	5307	Celtic	4136
Columbia	2536	Culgoa	2959.82
Minneapolis	2537	Glacier	3619
Newark 4083	4083	4 others	14480
Cleveland	1509	Abarenda	1471
Denver	1509	Caesar	1580.04
Des Moines	1509	Hannibal	1351.66
Tacoma	1509	Ajax	2362.5
		Brutus	2079
		9 others	<u>21240</u>

Total Net Tonnage = 211562.86

Total Cost = \$367484.69

THE DESTROYER FLOTILLA.

The Destroyer Flotilla, accompanied by depot ship or tender, and collier should proceed to San Juan, Porto Rico, before the declaration of war or commencement of hostilities, and be held there in all respects ready for a voyage to Las Palmas on the receipt of telegraphic orders.

The depot ship or tender should be fitted with a distilling plant, repairing and towing facilities, and carry supplies and stores of all kinds for the flotilla, and at least 3000 tons of coal. She should also carry the pay officer and medical officer of the flotilla and men to replace or relieve the sick or disabled from the destroyers.

The collier should carry as nearly as possible 5000 tons.

Both of these vessels should be capable of a sea speed of 14 knots.

The route to be pursued by the flotilla is dependent on the season of the year, the weather encountered, the whereabouts of our battle fleet, etc.

The route taken by the destroyers in 1904 was as follows: San Juan, Las Palmas, Gibraltar, Algiers, Malta, Port Said, Suez, Aden, Bombay, Colombo, Singapore and Manila.

Owing to the uncertainty of the time required by the destroyers, no place is fixed for their joining the fleet. They should surely join before the entrance of the fleet to the Straits of Sunda. The means of accomplishing this should be left to the discretion of the commander of the Destroyer Flotilla, and he should be instructed to communicate constantly with the Commander-in-chief of the Battle Fleet, and be subject to his orders.

It is considered that the destroyers can each carry 200 tons of coal, that in moderate weather they can steam 250 miles a day, burning on an average 20 tons per day. At a pinch in smooth weather they can carry 240 tons, but

more than 200 tons should not be taken except in cases of great emergency.

The Destroyer Flotilla in 1904 actually made one run of 2700 miles, from San Juan to Ferro, Las Palmas. This was done in 12 days.

Owing to the strain on the personnel, it is undesirable for them to remain at sea any longer than necessary.

The Battle Fleet should not be delayed at any time for the destroyers, but it may be possible that after crossing the Atlantic the destroyers can keep constantly in touch with the fleet.

To Ensure Suez Canal Passage.

At the outbreak of the war, it would perhaps be advisable to send vessels to the vicinities of the ends of the Suez Canal to serve as guard vessels until after the safe passage of our fleet - say one at each end, preferably armored cruisers. These vessels to prevent a Japanese man of war or merchantman from entering the canal in any manner. They would cruise off the three mile limit at each end of the canal and be accompanied in each case by a collier to insure their not leaving thier stations.

## COOPERATION WITH THE ARMY.

Should our fleet leave Chesapeake Bay promptly at the outbreak of the war, it is doubtful if Japan would be able to commence land operations on a large scale in the Philippines before the arrival of our fleet.

Our Army will probably at first be occupied in the defense of Manila, and a small portion, with the Navy, in the defense of Olongapo.

When Manila had been taken by the Japanese, which owing to the lack of shore defenses, would probably be sooner or later, the Army would in all probability, retire and establish themselves in the hills back of Manila, where, having about six months provisions, they would be able to hold out until the arrival of the fleet.

After our fleet has arrived and Manila is no longer controlled by the guns of the Japanese fleet, the Army could cooperate with the Navy and retake and reoccupy Manila, Olongapo and such other points as might be deemed advisable.

THE CAPE OF GOOD HOPE ROUTE.

If it is decided to send the Atlantic Battle Fleet by way of the Cape of Good Hope, instead of by the Mediterranean, they will proceed to the vicinity of Monrovia, Liberia, passing near the Cape Verde Islands for communication. The fleet will coal at or off the coast near Monrovia, the coal being sent in purchased or chartered colliers from the United States or England. From Monrovia, they will proceed to Walfisch Bay, German West Africa, and will coal at or off the coast near that place. From there they will proceed to Tulcar, Madagascar, sending a vessel into Cape Town for communication. At Tulcar or at Mauritius, the junction will be made with the vessels of the Asiatic Fleet.

The combined fleet will then proceed to Samping Bay, Straits of Sunda, and from then on as in the other plan:

The distances are as follows:

Chesapeake Bay to Monrovia . . . . .	3943 miles	-	16.43 days.
Stop . . . . .		-	5.00 "
Monrovia to Walfisch Bay . . . . .	2180 "	-	9.08 "
Stop . . . . .		-	5.00 "
Walfisch Bay to Tulcar, Madagascar . . . . .	2398 "	-	10.00 "
Stop . . . . .		-	10.00 "
Tulcar to Samping Bay, Sts. of Sunda . . . . .	3580 "	-	14.90 "
Stop . . . . .		-	10.00 "
Samping Bay to Subic . . . . .	2093 "	-	8.72 "
	14,194 miles.		89.15

*Samping*

Coal Required:

At Monrovia . . . . .	57223.34 tons.
At Walfisch Bay . . . . .	32721.83 tons.
At Tulcar (For Atlantic Fleet) . . . . .	35990.90
At Tulcar (For Asiatic Fleet) . . . . .	3862.60
At Samping Bay (for combined fleet)	62448.00 tons.
	39853.5 tons

Charts to be used in connection:

- B.A. 1363 - Sherbro Island to Cape Mesurado.
- B.A. 1364 - Cape Mesurado to Baifu Bay.
- H.O. 884 - Monrovia Bay.
- H.O. 2267 - Walfisch Bay.
- B.A. 692 - St. Augustine and Tulcar Bays.



THE ROUTE TO THE WEST COAST BY WAY OF SOUTH AMERICA.

Hampton Roads	to	Culebra	1287 miles	- - -	5.36 days
					Stop 5.00 "
Culebra	to	Bahia	2894 "	- - -	-12.10 "
					Stop 5.00 "
Bahia	to	Punta Arenas	3111 "	- - -	-13.00 "
					Stop 5.00 "
Punta Arenas	to	Callao	2747 "	- - -	-11.45 "
					Stop 5.00 "
Callao	to	Panama	1591 "	- - -	6.63 "
					Stop 5.00 "
Panama	to	San Francisco	3277 "	- - -	-13.65 "
					Stop 5.00 "
San Francisco	to	Honolulu	2100 "	- - -	8.75 "
					Stop 5.00 "
Honolulu	to	Guam	3337 "	- - -	-13.90 "
					Stop 5.00 "
Guam	to	Manila	1506 "	- - -	6.25 "
			<hr/>		
			21,850 miles	- -	131.09 days.

Coal Required (for Atlantic Battle Fleet)

At Culebra	- - - - -	20,700	Tons.
At Bahia	- - - - -	42,925	"
At Punta Arenas	- - - - -	45,897	"
At Callao	- - - - -	40,779	"
At Panama	- - - - -	24,863	"
At San Francisco	- - - - -	48,044	"
At Honolulu	- - - - -	30,863	"
At Guam	- - - - -	47,869	"
At Manila	- - - - -	33,608	" To fill up.
		<hr/>	
		335,548	Tons.

*14907* *92.19*

SURE ROUTE.

	<u>Naut.miles</u>	<u>Days at 10 knots</u>	<u>Days to coal</u>	<u>Tons coal</u>
Chesapeake - Zafarin Is.	3714	15.5	5	54,154
Zafarin Is.- Off Aden	3191	15 (13.5)	5	44,928
Aden - Seychelles	1420	5.92	10	31,820
Seychelles - Lampung Bay	3000	12.5	10	56,180
Lampung Bay - Subic Bay	<u>2093</u>	<u>8.72</u>		<u>33,912</u>
Total	13418	87.64		220,994 #

# Asiatic Squadron joins at Seychelles; coal used by them en route not included in above.

CAPE OF GOOD HOPE ROUTE.

Chesapeake - Monrovia	3943	16.43	5	57,223
Monrovia - Walfisch Bay	2180	9.08	5	32,722
Walfisch Bay - Tulcar, Mad.	2398	10.00	10	39,854
Tulcar - Lampung Bay	3580	14.90	10	62,448
Lampung Bay - Subic Bay	<u>2093</u>	<u>8.72</u>		<u>33,912</u>
Total	14194	89.13		226,159 #

# Asiatic Squadron joins at Tulcar; coal used by them en route not included in above.

CAPE HORN ROUTE.

Chesapeake - Culebra	1287	5.36	5	20,700
Culebra - Bahia	2894	12.10	5	42,925
Bahia - Punta Arenas	3111	13.00	5	45,897
Punta Arenas - Callao	2747	11.45	5	40,799
Callao - Panama	1591	6.63	5	24,863
Panama - San Francisco	3277	13.65	5	48,044
San Francisco - Honolulu	2100	8.75	5	30,863
Honolulu - Guam	3337	13.90	5	47,869
Guam - Manila	<u>1506</u>	<u>6.25</u>		<u>33,608</u>
Total	21850	131.09		335,518 #

# Asiatic Squadron not taken into account.

ROUTE AROUND SOUTH AMERICA.

From	Distance; Miles:	Days; At 10 knots:	Stay in port; Days:	Total Days:
Culebra				
Bahia	2875	12.0	3	
English Bank* Plate River)	1700	7.0	2	
Sandy Point	1312	5.5	2	
Galapagos	3373	14.5	3	
Socorro Island.	1631	6.8	2	
Honolulu	2646	11.0	3	
Guam	3337	13.9	3	
Subig	1446	6.0	2	
Totals	18,320	76.7	20	96.7 <u>+15.0</u> 111.0

ROUTE AROUND GOOD HOPE.

Chesapeake Bay				
Culebra	1287	5.3	2	
Bahia	2875	12.0	3	
Cape Town	3300	13.8	3	
Mauritius	2290	9.5	3	
Batavia	2950	12.3	3	
Manila	1564	6.5	2	
Totals	14,266	59.4	16	75.4 <u>+15.0</u> 90.

ROUTE THROUGH SUEZ CANAL.

Chesapeake Bay				
Zaffarin Islands	3714	15.0	5	
Vicinity Aden	3191	15.0	5	
Seychelle Ids.	1420	6.0	10	
Lamong Bay	3000	13.0	10	
Subig	2093	9.0		
Totals	13,418	58.0	30	88

\* Coal outside the 3 mile limit.

o Revilla Gigedo Islands.

October 29, 1906.

F.A.T.

ORGANIZATION AND DISTRIBUTION  
OF THE  
JAPANESE NAVAL FORCES.

There are four separate "standing" squadrons, viz:

1. First Squadron.
2. Second Squadron.
3. South China Squadron.
4. Training Squadron.

1. FIRST SQUADRON. Vice Admiral Kataoka.  
Rear Admiral Yamada.

IDZUMO, IWATE, YAKUMO, ASAMA, NISSHIN, and KASUGA,  
(6) armored cruisers; and OTAWA, protected cruiser. Also 1st,  
5th, 11th, and 13th Divisions of destroyers - 16 boats.

Cruising ground - Coasts of Japan and Russian possessions  
in Asia.

2. SECOND SQUADRON. Vice Admiral Dewa.  
Rear Admiral Nakawo.

IKI (ex-Nicolai I.). OKINOSHIMA (ex-Apraxine). NANIWA,  
CHIYODA, TATSUTA, and 4th Division of Destroyers (4 boats).

Cruising ground - Coasts of North China and Korea.

3. SOUTH CHINA SQUADRON. Rear Admiral Taketomi.  
TAKECHIHO, AKITSUSHIMA, and 2 gunboats, UJI and SUMIDA.  
Cruising ground - Coasts of Formosa and the Yangtze.

4. TRAINING SQUADRON. Rear Admiral Shimamura,  
HASHIDATE, MATSUSHIMA, ITSUKUSHIMA.

This squadron makes an extended cruise every winter, with  
midshipmen. Last year it went to Australia. Midshipmen  
(graduates) to the number of about 175, embark in November.

The remainder of the Japanese fleet, including all the battleships, is in reserve among the several naval stations, as follows:

Yokosuka: ASAHI, FUSO, CHIN YUEN, TAKAO, YAEYAMA, IDZUMI, MUSASHI, TOYOHASHI, KATORI.

Kure: FUJI, TOKIWA, AKASHI, TENRIU, YAMATO, TSUKUSHI, MAYA.

Sasebo: SHIKISHIMA, KASAGI, BANJO, NUSHIMA, KATSURAGI.

Maizuru: MIKASA, ADZUMA, KONGO, HIYEI, KASHIMA.

Roughly speaking, the First Reserve, which includes all the battleships not undergoing extensive repairs and possibly some other vessels, comprises ships fit for sea, but manned by reduced complements, assigned to the several navy yards, and required to make a short cruise once in a quarter.

The Second Reserve comprises ships fit for sea but not manned, i.e., out of commission.

The Third Reserve comprises ships undergoing extensive repairs, e.g., most of the Russian prizes.

The Japanese Regulations governing ships in reserve are regarded as confidential.

The captured vessels, with the exception of the IKI and OKINOSHIMA, which are in the Second Squadron are under repairs at the various Navy Yards.

The following information in regard to the progress of work on the captured Russian ships appeared in the Japan Daily Mail, of September 15, 1906:

In hand at Yokosuka:

The SOYA (VARYAG, 6580 tons); will be finished within the year.

The SAGAMI ( PERESVIET, 12,674 tons); cannot be finished until the autumn of next year on account of financial convenience.

The SUO (POBIEDA, 12,674 tons); repairs suspended on account of questions of artificers, etc.

The SUZUYA (NOVIK, 3080 tons); materials for repair are being rapidly collected.

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In hand at Uraga.

The SATSUKI (VIEDORI, destroyer, 350 tons); to be finished soon.

In hand at Kure.

The IWAMI (OREL, 13,516 tons); was to have been finished in advance of all the rest, but on account of workmen and funds will not be ready until next summer.

In hand at Sasebo.

The HIZEN (RETVIZAN, 12,902 tons).

The TSUGARU (POLLADA, 6,731 tons).

Like the SUO, these two ships have had their repairs almost suspended.

In hand at Takeshiki.

The destroyer FUMIZUKI (SILNI, 240 tons).

The gunboat SHIKINAMI (GAIDAMOK, 400 tons).

The gunboat MAKIGUMO (VSAENIK, 400 tons).

All under repair but time of completion uncertain.

In hand at Maizuru.

The TANGO (POLTAVA, 10,960 tons); repairs not progressing rapidly. The money allowed for this year being too little.

The MISHIMA (SENIAVIN, 4,900 tons); injuries being slight will be finished by the close of this year or early next spring.

The ASO (BAYAN, 7,726 tons); being repaired with all expedition, and is to be finished by the end of the year.

From the above it appears that only two of the captured vessels will take the sea again before the end of the year, namely, the cruisers SOYA (VARIAG) and ASO (BAYAN). It is curious that the VARYAG should be among the first to recover from the exceptionally heavy hurts she received at her own hands.

As to the nature of the repairs to be executed, we read that the interior arrangements will be improved as much as possible and the machinery will be replaced by the latest type.

Authorities: W - 65, 1906.  
W - 10, 1906.  
W - 42, 1906.  
W - 46, 1906.

CONFIDENTIAL.

November 2, 1906.

MEMORANDUM FOR THE SECRETARY OF THE NAVY:

Referring to the inquiry concerning the availability of Japanese ships and the Memorandum I submitted for the President's information on the 30th of October, I beg to present the following based upon definite information received yesterday by telegraph:

Mikasa (page 2), ready before end of 1907.

Nizen (Retvisan), (page 2), to be ready January, 1907.

Aki (page 2), to be launched about July, 1907.

Kurama (page 5), to be launched about May, 1907.

Tsukuba (page 5), to be ready early in 1907.

Ikoma (page 5), to be ready about July, 1907.

With these exceptions the statements submitted on the 30th of October are substantially correct.

The present force, either commissioned or in the First Reserve with full complement, consists of 5 battleships, 8 armored cruisers, 4 coast-defense vessels, 14 protected cruisers, 43 torpedo boats destroyers.

(SGD) R. P. RODGERS.

Captain, U.S.N.,

Chief Intelligence Officer.

November 1, 1906.

H.P.McI.

## COLLIERS IN THE ATLANTIC.

<u>Naval Colliers.</u>		<u>Cargo, tons.</u>	
Abarenda	9 knots	3400	
Ajax	10 knots	5000	On Special Service.
Hannibal	9 knots	2300	En (Brutus, 10 k. 4000 T. route(
Leonidas	8-1/2 k.	2200	Home.(Caesar, 10 k. 2800 T.
Marcellus	11 knots	2400	Lebanon, 10 k. 1800 T.
Nero	9 knots	3500	
Sterling	11 knots	2350	
		<hr/>	
		21,150	

Merchant Vessels.

Maine	14 knots	8200	Atlantic Transport Co. of West Virginia.
Massachusetts	14 k.	8200	"
Mississippi	14 k.	8200	"
Missouri	14 knots	8200	"
		<hr/>	
		32,800	
Orion	12 knots	2300	Boston Towboat Company.
Jos.W.Fordney	11 k.	5900	F.R.Gilchrist, Cleveland, O. Ship believed to be in New York or Phila.
Dorothy	9-1/2 k.	3100	A.H.Bull.
Carolyn	9-1/2 k.	3050	A.H.Bull.
Wilhelmina	9 knots	2200	"
Berwind	9 knots	3200	"
Evelyn	9 knots	2550	"
Mae	9-1/2 k.	2550	"
Windber	9 knots	3000	"
Lewis Luckenback	9 k.	5500	"
J. L. Luckenback	9 k.	5500	"
		<hr/>	
		38,800	



<u>Foreign Vessels:</u>		<u>Cargo, Tons:</u>	
Borgestad	11 knots	7045	A. H. Bull.
Chr.Kundsen	11 "	6845	A. H. Bull - E.F.Geer.
Kish	10-1/4 "	7585	A. H. Bull.
Vancouver	10-1/2 "	7100	A. H. Bull.
Finn	9-1/2 "	6800	A. H. Bull - E.F.Geer.
Aagot	9 knots	6100	A. H. Bull.
Tancred	9 "	6050	A. H. Bull - E.F.Geer.
Simonside	9 "	5050	A. H. Bull.
Rau	9 "	5050	"
Vizcaina	9 "	3500	"
Sommerstad	9 "	6400	"
Minerva	9-1/2 k.	<u>6200</u>	"
		73,725	
Drottning Sophia	10 k.	6500	E. F. Geer.
Hero	9-1/2 k.	6000	A. H. Bull.
Admiral Borreson	9 k.	6500	E. F. Geer.
Tabor	9 knots.	6300	E. F. Geer.
Tricolor	10 knots.	6500	E. F. Geer.
Ruth	9-1/2 k.	5500	E. F. Geer.
Havso	9-1/2 k.	3300	E. F. Geer.
Huddersfield	9 knots.	3500	E. F. Geer.
Universe	9 knots.	<u>4000</u>	E.F. Geer.
		48,100	

COLLIERS IN THE PACIFIC.

<u>Naval Colliers:</u>		<u>Cargo, Tons:</u>	
Saturn	11 knots	2400	Pacific Squadron.
Alexander	10 "	4200	Asiatic Fleet.
Justin	8.3 "	2900	" "
Nanshan	10-1/2 k.	<u>2900</u>	Cavite;
		12,400	
<u>Merchant Vessels:</u>			
Shawmut	13 knots	6900	Boston Steamship Co.
Fremont	13 "	6900	" " "
Hyades	10 "	2500	Boston Towboat Co.
Lyra	10 "	2500	" " "
Pleiades	10 "	2500	" " "
Mackinaw	11 "	3600	Michigan S.S. Co. J. Jerome, N.Y.
San Mateo	10 "	4300	Pacific Improvement Co.
Aztec		5000	Pacific Mail S.S. Co.
Leelanaw		2800	Michigan S. S. Co.
Edith		3500	Progress S. S. Co. H.S. Jerome, S.F.
Montara		<u>2700</u>	Chas. Nelson & Co., S.F.
		43200	
<u>Foreign Vessels:</u>			
Wyefield		5000	Geo. D. Gray, San Fran.
Titania		5000	" " " " "
M. S. Dollar		<u>6000</u>	Dollar Steamship Co.
		16,000	

COLLIERS TRADING BETWEEN ATLANTIC & PACIFIC.

Alaskan	12 knots	9000 Tons
American	12 "	7000 "
Californian	12 "	7000 "
Hawaiian	12 "	7000 "
Texan	13 "	<u>9000 "</u>
		39000

COLLIERS FITTED FOR OIL FUEL.

Arizonian	12 knots	9000 Tons
Nebraskan	13 "	5000 "
Nevadan	13 "	<u>5000 "</u>
		19000 Tons.

October 30, 1906.

F.A.T.

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UNITED STATES BATTLESHIPS.Available.Atlantic.

Name	Displ.	Speed	Main Battery	Remarks
Maine	12,500	18	4 - 12" 16 - 6"	Ready about Dec. 27. Minor repairs.
Missouri	12,500	18.2	4 - 12" 16 - 6"	do
Kentucky	11,520	16.9	4 - 13" 4 - 8" 14 - 5"	Minor repairs.
Kearsarge	11,520	16.8	4 - 13" 4 - 8" 14 - 5"	Minor repairs. Ready about Dec. 15.
Alabama	11,552	17	4 - 13" 14 - 6"	do
Illinois	11,552	17.5	4 - 13" 14 - 6"	Minor repairs. Ready about Dec. 19.
Indiana	10,288	15.5	4 - 13" 8 - 8" 4 - 6"	Minor repairs.
Iowa	11,346	17	4 - 12" 8 - 8" 6 - 4"	Minor repairs. Ready about Dec. 15.
Georgia	14,948	19	4 - 12" 8 - 8" 12 - 6"	Minor repairs. Ready about Nov. 10.
Rhode Island	14,948	19	4 - 12" 8 - 8" 12 - 6"	Ready about Nov. 4. Minor repairs.
Ohio	12,500	17.8	4 - 12" 16 - 6"	En route to Atlantic.
Connecticut	16,000	18	4 - 12" 8 - 8" 12 - 7"	Commissioned, but either not entirely completed or else being altered. Could be made available inside three months.
Louisiana	16,000	18	4 - 12" 8 - 8" 12 - 7"	do

UNITED STATES BATTLESHIPS (Continued).

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Available.

Atlantic.

Name	Displ.	Speed	Main Battery	Remarks.
New Jersey .	14,948	19	4 - 12" 8 - 8" 12 - 6"	Commissioned, but either not entirely completed or else being altered. Could be made available inside three months.
Virginia .	14,948	19	4 - 12" 8 - 8" 12 - 6"	do

Pacific.

Wisconsin	11,552	17.2	4 - 13" 14 - 6"	Ordered out of commission.
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UNITED STATES BATTLESHIPS.

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Not at present available.Atlantic.

Name	Displ.	Speed	Main Battery	Remarks
Minnesota	16,000	18	4 - 12" 8 - 8" 12 - 7"	To be commissioned in December.
Vermont	16,000	18	4 - 12" 8 - 8" 12 - 7"	To be commissioned this winter.
Kansas	16,000	18	4 - 12" 8 - 8" 12 - 7"	do
Massachusetts	10,288	16.2	4 - 13" 8 - 8" 4 - 6"	To be extensively altered; probably not available for two years.
Idaho	13,000	17	4 - 12" 8 - 8" 8 - 7"	Over half completed, Ready about 1908. Could not be hurried to completion inside a year.
Mississippi	13,000	17	4 - 12" 8 - 8" 8 - 7"	do
New Hampshire	16,000	18	4 - 12" 8 - 8" 12 - 7"	do
Michigan	16,000 ?	?	8 - 12" (?)	Just begun; three years to finish.
South Carolina	16,000 ?	?	8 - 12" (?)	do

Pacific.

Oregon	10,288	17.8	4 - 13" 8 - 8" 4 - 6"	Requires extensive alterations. Probably not available for two years.
Nebraska	14,948	19	4 - 12" 8 - 8" 12 - 6"	Not yet commissioned, but could be made ready inside three months.

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UNITED STATES COAST DEFENSE VESSELS.

Available.

Atlantic.

Name.	Displ.	Speed, trial.	Main Battery.	Remarks.
Arkansas	3,225	12.0	2 - 12" 4 - 4"	
Florida	3,225	12.4	2 - 12" 4 - 4"	In reserve.
Nevada	3,225	13.0	2 - 12" 4 - 4"	Ordered into re- serve.
Texas	6,315	17.8	2 - 12" 6 - 6"	
Amphitrite	3,990	10.5	4 - 10" 2 - 4"	Station-ship, Guantanamo.
Miantonomoh	3,990	10.5	4 - 10"	Naval Militia.
Puritan	6,060	12.4	4 - 12" 6 - 4"	do.
Terror	3,990	10.5	4 - 10" 4 - 4"	Out of commission.

Pacific.

Wyoming	3,225	11.8	2 - 12" 4 - 4"	Out of commission.
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Asiatic.

Menadnock	3,990	12.0	4 - 10" 2 - 4"	In reserve.
Monterey	4,084	13.6	2 - 12" 2 - 10"	Out of commission.

UNITED STATES ARMORED CRUISERS.

Available.

Atlantic.

Name.	Displ.	Speed, trial.	Main Battery.	Remarks.
Tennessee	14,500	22.	4 - 10" 16 - 6"	Commissioned, but being completed or altered; could be made available in a short time.
Washington	14,500	22.	4 - 10" 16 - 6"	do.

Asiatic.

West Virginia	13,680	22.2	4 - 8" 14 - 6"
Colorado	13,680	22.2	4 - 8" 14 - 6"
Maryland	13,680	22.4	4 - 8" 14 - 6"
Pennsylvania	13,680	22.4	4 - 8" 14 - 6"

Not at present available.

Atlantic.

North Carolina	14,500	22.	4 - 10" 16 - 6"	About half built.
Montana	14,500	22.	4 - 10" 16 - 6"	Could not be made available in less than one year.

Pacific.

South Dakota	13,680	22.	4 - 8" 14 - 6"	Nearly completed and could be made ready for service in about three months.
California	13,680	22.	4 - 8" 14 - 6"	do.



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UNITED STATES CRUISERS.

Available.

Atlantic.

Name	Displ.	Speed	Main Battery	Remarks.
Brooklyn	9215	21.9	8 - 8" 12 - 5"	
Columbia	7350	22.8	1 - 8" 2 - 6" 8 - 4"	
Minneapolis	7350	23.1	1 - 8" 2 - 6" 8 - 4"	
Newark	4083	19	12 - 6"	
Cleveland	3200	16.5	10 - 5"	
Tacoma	3200	16.6	10 - 5"	
Denver	3200	16.8	10 5"	
Des Moines	3200	16.7	10 - 5"	
St. Louis	9700	22	14 - 6"	Being completed.
Prairie	6620	14.5	8 - 6"	For transport.
Dixie	6114	16	8 - 5"	do
Yankee	6225	12.5	8 - 5"	do

Pacific

Milwaukee	9700	23.1	14 - 6"	Not commissioned.
Chicago	4500	18	4 - 8" 14 - 5"	
Boston	3000	15.6	2 - 8" 6 - 6"	
Charleston	9700	22	14 - 6"	Ready Nov. 17.
New Orleans	3430	20	10 - 5"	Ready Dec. 30.

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UNITED STATES CRUISERS (Continued).

Available.

Asiatic.

Name	Displ.	Speed, trial.	Main Battery.	Remarks.
Baltimore	4,413	20.1	12 - 6"	
Chattanooga	3,200	16.7	10 - 5"	
Cincinnati	3,183	19.0	11 - 5"	
Galveston	3,200	16.4	10 - 5"	
Raleigh	3,183	19.0	11 - 5"	
Rainbow	4,360	12.0	6 - 6"	

UNITED STATES CRUISERS.

Not at present available.

Atlantic.

Name	Displ.	Speed, trial.	Main Battery.	Remarks.
New York	8,150	21.0	6 - 8" 12 - 4"	Ready January, 1908.
Olympia	5,865	21.7	4 - 8" 10 - 5"	Could be ready in December.
Panther	3,380	13.0	6 - 5" 2 - 4"	For transport.
San Francisco	4,083	19.5	12 - 6"	Indefinite.
Birmingham	3,750	24.0	12 - 3"	Building; could be made ready in eighteen months.
Chester	3,750	24.0	12 - 3"	do.
Salem	3,750	24.0	12 - 3"	do.
Detroit	2,072	18.7	10 - 5"	Indefinite.
Atlanta	3,000	15.6	2 - 8" 6 - 6"	Indefinite; now used as barracks.

Pacific.

Albany	3,430	20.5	10 - 5"	Out of commission; awaiting gun mounts.
Marblehead	2,072	18.4	10 - 5"	Out of commission. Indefinite.
Buffalo	6,000	14.5	2 - 5" 4 - 4"	Could be ready in December for trans- port.

UNITED STATES DESTROYERS.

	<u>Available.</u>	Displacement	Speed
Atlantic Coast	8	408-446	28-29
Pacific Coast	3	482	28-29
Asiatic Station	<u>5</u>	420	28
Total	16		

TORPEDO BOATS.

(Above 50 tons displacement.)

	<u>Available.</u>		
Atlantic Coast	27	65-340	18-30
Pacific Coast	<u>5</u>	154-279	23-30
Total	32		

SUBMARINES.

	<u>Available.</u>	
Atlantic Coast	6	74-122
Pacific Coast	<u>2</u>	125
Total	8	

Not Available.

Building, Atlantic Coast	4	167
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OFFICE OF NAVAL INTELLIGENCE,

October 30, 1906.

67  
Compilation.

F.A.T.

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JAPANESE BATTLESHIPS.

Available, 1906.

Name	Displ.	Speed	Main Battery	Remarks
Fuji	12,800	18	4 - 12" 10 - 6"	1st Reserve. Kure.
Shikishima	15,000	18	4 - 12" 16 - 6"	1st Reserve. Sasebo.
Asahi	15,200	18	4 - 12" 16 - 6"	1st Reserve. Yokosuka.
Kashima	15,950	19	4 - 12" 4 - 10" 12 - 6"	1st Reserve. Maizuru. Arrived in Japan Aug. 6, 1906
Katori	15,950	19	4 - 12" 4 - 10" 12 - 6"	1st Reserve. Yokosuka. Arrived in Japan Aug. 15, 1906

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JAPANESE BATTLESHIPS.

Not at present available.

Name	Displ.	Speed	Main Battery	Remarks.
Mikasa	15,200	18	Was 4 - 12" 14 - 6". Is to have 4 - 10" substituted for some of 6" battery Details not definitely known.	Requires extended repairs. Was floated Aug. 6, 1906. <i>Ready before end of 1907.</i>
Tango (Poltava)	10,950	16	4 - 12" 12 - 6"	Repairs slow. Lack of money.
Sagami (Peresviet)	12,674	18	4 - 10" 11 - 6"	Repairs to be completed au- tumn, 1907. Lack of money.
Suwe (Pobieda)	12,674	18	4 - 10" 11 - 6"	Repairs suspended. Lack of skilled labor.
Hizen (Retvisan)	12,700	18	4 - 12" 12 - 6"	<del>Repairs almost suspended.</del> <i>Ready Jan. 1907</i>
Iwami (Orel)	13,500	18	4 - 12" 12 - 6"	Ready summer, 1907.
Satsuma	19,150	18.25	4 - 12" 12 - 10"	Laid down April, 1905. About ready for launching.
Aki	19,800	20	4 - 12" 8 - 6" 12 - 10"	Laid down December, 1905. <i>To be launched about July 1907.</i>

JAPANESE COAST DEFENSE VESSELS.

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Available.

Name	Displ.	Speed	Main Battery	Remarks
Iki (Nicolai I)	9,700	15	2 - 12" 12 - 6"	In commission. 2nd Squadron.
Okinoshima (Apraxine)	4,126	16	3 - 10" 4 4.7"	In commission. 2nd Squadron.
Minozshima (Seniavin)	4,960	16	4 - 9" 4 - 4.7"	Injuries slight. Repairs completed, 1906-07.
Chin Yuen	7,350	14	4 - 12" 4 - 6"	In good condition, considering age.
Fuse	3,717	13	2 - 6" 4 - 4.7"	Rumored that this vessel is to be sold.

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JAPANESE ARMORED CRUISERS.

Available, 1906.

Name	Displ.	Speed	Main Battery	Remarks
Asama	9,750	22	4 - 8" 14 - 6"	In commission. 1st Squadron.
Makumo	9,850	20	4 - 8" 12 - 6"	In commission. 1st Squadron
Idzumo	9,850	21	4 - 8" 14 - 6"	In commission. 1st Squadron.
Iwate	9,800	21	4 - 8" 14 - 6"	In commission. 1st Squadron.
Kasuga	7,600 7,300	20	1 - 10" 2 - 8" 14 - 6"	In commission. 1st Squadron.
Nisshin	7,600 7,500	20	4 - 8" 14 - 6"	In commission. 1st Squadron.
Tokiwa	9,750	22	4 - 8" 14 - 6"	At Kure. Taken out 1st Squadron, 1906.
Adsuma	9,450	20	4 - 8" 12 - 6"	At Maizura. Taken out 1st Squadron, 1906.
Aso (Bayan)	7,800	21	2 - 8" 8 - 6"	To be completed by end of 1906.



JAPANESE ARMORED CRUISERS.

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Not at present available.

Building.

Name	Displ.	Speed	Main Battery	Remarks
Asakuba	13,750	20.5	4 - 12" 12 - 6"	Launched Dec. 1906. Might be completed 1907-08. <i>To be ready early in 1907.</i>
Ikoma	13,750	20.5	4 - 12" 12 - 6"	Launched April 1906. Might be completed 1908. <i>To be ready about July 1907.</i>
Kurama	14,600	21.25	4 - 12" 8 - 8"	Laid down Sept. 1905. Might be completed 1907-08. <i>To be launched about May 1907.</i>
Ibuki	14,600	22	4 - 12" 8 - 8"	Laid down April 1906. Might be completed 1908.

JAPANESE CRUISERS.

(Above 2,000 tons.)

Available, 1906.

Name	Displ.	Speed	Main Battery	Remarks.
Itsukushima	4,300	16	1 - 12"6 11 - 4"7	In commission. Training Squadron.
Matsushima	4,300	16	1 - 12"6 12 - 4"7	In commission. Training Squadron.
Hashidate	4,300	16	1 - 12"6 11 - 4"7	In commission. Training Squadron.
Naniwa	3,700	18	2 - 10" 6 - 6"	In commission. 2nd Squadron.
Takachiho	3,700	18	2 - 10" 6 - 6"	In commission. China Squadron.
Akitsushima	3,150	19	4 - 6" 6 - 4"7	In commission. China Squadron.
Otowa	3,000	21	4 - 6" 6 - 4"7	In commission. 1st Squadron.
Chiyoda	2,500	19	10 - 4"7	In commission. 2nd Squadron.
Soya (Variag)	6,500	23.5	12 - 6"	To be completed 1906.
Kasagi	5,000	23	2 - 8" 10 - 4."7	In reserve. Sasebo.
Chitose	4,900	23	2 - 8" 10 - 4"7	In reserve. Maizuru.
Niitaka	3,470	20	6 - 6"	In reserve. Maizuru.
Tsushima	3,470	20	6 - 6"	In reserve. Maizuru.
Idzumi	2,950	17	2 - 6" 6 - 4"7	In reserve. Yokosuka.
Suma	2,660	20	2 - 6" 6 - 4"7	In reserve. Sasebo.
Akashi	2,660	20	2 - 6" 6 - 4"7	In reserve. Kure.

Not at present available.

Suzuya (Novik)	3,100	25.5	6 - 4"7	Probably needs extensive repairs.
Tone	4,100	23	2 - 6" 10 - 4."7	Laid down 1906. Might be completed in 1908.

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JAPANESE DESTROYERS.

Available.

There are 54 destroyers built and building, the oldest of which date from 1898.

Displacement 275 - 400 tons.

Speed 29 - 31 knots.

These are or will be available by the end of this year, excepting four which have not yet been launched. The latter will be available in 1907.

Twenty (20) boats, or five divisions, are in full commission, of which four divisions (16 boats) are attached to the 1st Squadron, and one division (4 boats), is attached to the 2nd Squadron.

Recapitulation:

Number of destroyers in full commission	20
"    "    "    (built) at Navy Yards	<u>16</u>
"    "    "    built	36
"    "    "    building, to be completed 1906,	9
"    "    "    ex-Russian, under repairs available 1906,	<u>5</u>
Total number available, 1906,	50
Number building, available 1907	4

TORPEDO BOATS.

(of over 50 tons displacement)

Available.

1st class boats, above 110 tons, date 1895-1903	18
Smaller boats, 50 to 110 tons, date 1892-1903	<u>61</u>
Total number above 50 tons	79

Displacement 52-132 tons. Speed 19-29 knots, depending on size and age.

SUBMARINES.

Available 9. Details not known.

## STATUS OF UNITED STATES AND JAPANESE FLEETS.

July 1, 1907.

Type of vessel	UNITED STATES						JAPAN	
	On Atlantic#		On Pacific		In Asia		In Asia	
	Ready	Prospective	Ready	Prospective	Ready	Prospective	Ready	Prospective
Battleships	18	3	1	1	-	-	7	4
Armored Cruisers	2	2	-	2	4	-	10	1
Coast Defense Vessels	4	4	1	-	1	1	3	1
Other Effective Cruising Vessels	6	1	2	1	6	-	18	1
T.B. Destroyers	6	1	2	-	2	2	54	-
Torpedo Boats	15	6	2	2	-	-	77	-
Submarines	6	4	2	-	-	-	7	0

# Available for being sent to Asiatic Waters.

"Prospective" readiness indicates readiness within next few months.

GUNS AND COMPLEMENTS OF VESSELS OF INFERIOR MILITARY  
VALUE IN ASIATIC WATERS.

Vessel	4"	3"	6-pdr.	3-pdr.	1-pdr.	Mach.	Complement Officers-men
Helena	8		4		4	2	10-189
Wilmington	8		4		4	2	10-189
Arayat			1	3	2	2	2-28
Calamaines #				1	2	2	
Callao			1	3	2	1	2-28
Elcano	4	1	4			2	6-95
Leyte #			1		2	2	
Mariveles				1	2	2	2-25
Mindoro			1		2	2	2-25
Pampanga			1	3	2	2	2-28
Panay			1		2	2	2-25
Paragua			1	3	2	2	2-28
Quiros			2	2	2	2	3-41
Samar			1	3	2	2	2-28
Villalobos			2	2	2	2	3-41
Ranger	6		4			1	?
Mohican	6		4		2		18-386 ?
Piscataqua							?
Rapido							?
Wompatuck							?
Frolic				4		2	7-65
Gen. Alava			2	2		2	8-80
Alexander			1				8-60
Justin			1				6-47
Nanshan			1		2		7-44
Pompey							5-38
Iris							8-104
Rainbow			6		6	2	3-289
	32	1	43	27	42	36	18-1883 (approx)

# - Stricken from Navy List, May, 1907; Guns assumed still available.



# Headquarters U. S. Marine Corps,

ADJUTANT AND INSPECTOR'S OFFICE,

In replying refer to No.

Washington, D. C.,

June 13, 1907.

Strength in Philippines.

	Officers	Enld. men.
Brigade Staff, Manila	6	14
Marine Barracks, Cavite	7	341
Marine Barracks, Olongapo	22	748
Marine Barracks, Polloc	1	20
Marine Prisoners, Cavite	—	<u>32</u>
Total,	36	1155

